RUNNING CARS WITH CABLES. ADVANTAGES OF THE MECHANICAL SYS-

TEM. THE SAN FRANCISCO ROADS-COST OF CONSTRUC-

TION AND OPERATION - DEFECTS ON THE BRIDGE.

To the enterprise and mechanical ingenuity of San Francisco are due the origin and practical success of the system of running street-cars by means of the endless wire rope, or cable, placed beneath the surface of the ground. The first concession for a wire cable road in San Francisco was granted to General Abner Doubleday and Captain R. L. Ogder, of the Army, the originators of the enterprise. General Doubleday's duties taking him from California, all the rights and privileges granted him were sold and transferred to A. S. Hallidie, representing the present Clay Street Railrend Company, to whom the credit is due of perfecting and carrying to complete success the present system of cable roads. Possessed of indomitable energy and great mechanical ability, Mr. Hallidle, under discouraging and dishearten-ing difficulties, persevered until he has brought the system to that point where he is clearly able to establish by actual practice and demonstration its superiority over the general system of horse-power surface roads.

In August, 1873, the Clay Street Hall Ratherd Conpany la San Francisco began business, and since it has been constantly running, and has been found to answer all requirements, and to exceed the expectations of engineers and others who had experiend the plans previous to the construction of the road. This system is the construction of the Point rafficacing where the surface of the streets has to be kept free from obstructions and open to ordinary tradic where locometive steam engines are not tolerated, or where the streets are so steep as to nake the use of horses difficult or impossible.

THE CABLE SYSTEM IN SAN PRANCIS' O.

THE CASLE SYSTEM IN SAN PRANCISCO.

The system consists of an endless wire rope placed in a tube below the surface of the ground between the tracks of a railroad and kept in position by neans of sheaves above and beneath. The rope is kept in motion by a stationary engine, the power being transmitted from the motor to the rope by means of grips or other suitable pulleys, and from the rope to the cars on the street by means of a gripping attachment fixed to a grip-car or dunnoy and connected with the cable by a thin bar of trop, which passes through a partner who the properties.

them. When it is required to grip the rope this slide is drawn up by means of the small screw before described, and the wedge at the lower end closes the jaws over the rope, simultaneously forcing ck the small guide sheaves into the rubber springs The standard containing the slide is inclosed and retained in an iron bracket, and is raised and lowered through an opening in the tabe from above the surface of the stree to the rope by means of a screw and nut with hand-whee attached. The fron bracket is secured to the denuny The dummy is coupled to the car at the bottom of the incline and uncoupled at the top. In order to stop the car the laws of the gripping attachment are opened slightly. When they release the rope the guide sheaves take it and

When they release the rope the guide sheaves take it and the ear stops. All the essential partia of the gripping attachment are make of steel.

The rope runs 17½ hours each day at a speed of 6 railes per hour. The cars start every five naintes, except in the afternoon, when they start at intervals of three minutes. The stretching arrangement at the lower cad keeps a constant strain on the rope under all circumstances. The road brings within five minutes of the business portion of the city a large amount of property that was previously comparatively worthless on account of the difficulty of access, and given great value thereto.

ADOPTION OF THE SYSTEM BY OTHER ROADS. After the Clay-st. road had been running three years and its practicability had been fully tested, the Sutter Street Railroad Company, whose lines had been for many years worked unprofitably by horses, changed its system from a horse road to a cable road. This company has now over three miles of double tracks operated on this system. The greatest elevation is 167 feet above its starting point The business of the road was not interrupted for a single hour during the transformation. The saving in expenses, as stated under eath in tes-timony given in a suit affecting the company amounted to 30 per cent, and the passenger traffic was in creased \$962,375 the first year after adopting the cubic

amounted to 30 per cent, and the passenger traffic was increased \$962,375 the first year after adopting the cable system. The shares of the company were seiling before the transfer at \$24. They are now worth \$60.

The next road built on the cable principle was the California-st. road, which traverses the steepest street in San Francisco, the grade being 500 feet in 12,000. This has given easy access to property which previously was of little value but is also the site of the palatial residences of ex-Governor Ledand Stanford, Mrs. Mark Hopkins and Charles Crocker, costing \$1,000,000 cach. The next street supplied with the cable system was Geary-st., a comparatively level thoroughfare, but one of the most populous in the city. Its length is 13,200 feet and it possesses two clevations of 350 and 280 feet respectively. The Presidio and Ferries Cable Road has a 5-fost game, and 10,000 feet of double track ascending one full 246 feet above its starting point in a distance of 5,000 feet, one portion being an upgrade of 78 feet in 412 or 1 in 5-310. The grip is the same used on Clay-st, but made becavier. A road has been built mader these patents in the City of Dunedin, New-Zenfand, 3,500 feet long, which ascends 500 feet in that distance. It has a single track line, with two turnouts or sidings, both parts of the rope running in s.

The Chicago City Railroad Company's cable line in Statest, is 47-10 miles long with double tracks 5 foot gauge, and runs on a very busy street, almost level. The president of the road says in reply to the question how lies system worked last winter during cold weather and smows: "We have run smoothly and without the loss of a single trip during the entire winter, although the frost by actual measurement penetrated the ground five feet six inches, with heavy snow and hard rains, the mercury dropping to 29° below zero."

A COMPARATIVE SHOWING OF COST AND PROFITS.

A COMPARATIVE SHOWING OF COST AND PROFITS. To build and equip with cars, dummies, engines, wire and everything needed to put the road in complete ing order, will cost under the Hallidie system, for a distance of, say, three miles, at the rate of \$80,000 per miledouble track. The average running expenses of a horserailroad with double track, at a speed of 412 miles per bour, 32 cars, headway 212 minutes, exclusive of admin-stration, are \$138,880 per annum. The actual running typenses of a cable railroad of three miles, 24 cars and

24 dummies, leaving every 2½ minutes, including 6 per cent interest on plant, are \$88,246 71, showing a saving of \$50,633 per annum in favor of the cable, or 36 46-100 per cent, with greatly increased carrying capacity.

The cost and equipment of the borse railroads of the City of New-York, up to the end of the year 1881, was \$22,988,919; the number of passengers carried 154,390,370; total number of mises 121; number of horses required, 11,886; dividends \$1,568,696. The City of Brooklyn has 139 miles of sirreet railroad and requires 5,567 horses. The cost of the plant was \$11,730,418 and the dividends paid \$501,594.

On the basks of the financial condition, earnings and expenses of all the surface roads in New-York argaregated for 1881, the net earnings of the cable roads would have been \$3,317,947, estimating the expenses for operating at 35 per cent of those of horse railroads. The cost per capita, exclusive of interest, would be: Horse railroads, 3 01-100 cents; cable roads, 1 46-100; saving per capita in favor of cable road 2 15-100 cents.

No heavy investments in real estate for stables are necessary for cable roads. A site for the engine and machinery is all that is necessary, my 100 feet square. The investments of the city railroads in almost any large city in horses, harness, real estate, etc., would if sold probably pay the cost of converting horse into cubic roads.

DEFECTS OF THE BEIDGE SYST M.

Had the Brooklyn Bridge authorities first studied the present practical system of cable roads before venturing on experiments they could have saved much time and money, and availed themselves of the experience of the projectors of the system who passed through all these ex-perimental phases, and teled and rejected all manner and kinds of grips. It was a great mistake to place heavy cars with double tracks on the Bridge. They weighten tous, whereas the lightest to place heavy ears with double fricks on the Bridge. They weighten tous, whereas the lightest strong car that can be made abould be used. The ordinary street-car, weighing two and a half tous, seats twenty-two passengers, and as many as fifty are frequently earried without seeming to tax its strength materially. The Bridge cure seat forty-siz. Even two street-cars coupled together seating forty-four, would weight only half as much as a Bridge cur. Such great weight must necessarily tax the halding power of any grip greatly. The cable is also much heavier than is necessary, as it has been found by experience, that the lighter the cellel having the necessary strength, the greater the directly through the street of the Bridge system brooting complicated and expensive machinery, and the use of steam dumning at each end which would be entirely unnecessary under the ordinary, simple system in use elsewhere, the adoption of which involve no serious engineering difficulties. In fact the absence of any necessity for underground work on the Bridge simplifies the matter, making, as it were, an easy job to put a cable system into perfectly successful operation. The problem was easy, and the present expensive and untrustworthy system, with its complication, is bound to prove a constant source of frontile and, vexations interruptions. But whether a success or a follare, it cannot infinite against the graceral system of cable roads, the introduction of which in every clix in the ever potent argument of economy in running expenses, and consequent increased profits to shareholders. The horse must go, and glad enough the poor overworked heast will be to accept banishment.

And the control of th

on the shoulders, and bordered with fur, are among the richest winter clocks. Chemille frings will answer for autumn cloaks, but furry borders will replace them for winter. Silver clusps or ribbon these fasten them at the threat, and they are not fastened further down.

Thick, soft chenille in circles makes the crown of new bonnets with velvet or feather brims, and there are chemilic ruches that border the front.

Fichus of ficelle lace and ruby velvet reaching from the neck to the belt, brighten up dull-colored dresses. Full hex-pleating of the lace springs out of the high standing collar of the dress, which is made of velvet.

Brocade of two shades is one of the most elegant materials. The design of a dark color in satin is veined and outlined on a lighter shade. Rope and cord designs are new for brocades in ficelle color on electric blue, and there are gay landinere designs of flowers of natural color brocaded on a black or blue moire ground. Rasanes and sieeves are made of two materials, such as

slik and velvet, of the same color oddly arranged or with utility in view; as, for instance, a corsage will have a veivet yoke with silk below it, or the side pieces of the sque and the lower part of the sleeves will be slik and e-rest velvet, thus the parts that wear out quickly are ide of the less expensive and more lasting fabric. Smoky lines are the fashion with English ladies; there are smoke-blue, smoke-green and smoke-gray shade

that are toned down by a shimmer that is shadow-like and gives a charming effect. Smoke-blue is trimmed with garnet, and sunny brown is combined with green. Clouded plaids of old-fashioned faded coloring, or min ate checks that are almost invisible, Turkish cloths with raised loops like Turkish towelling. Vicuna cloths of dull color, and blocks of tan-color with green or brown with red, and several other edd mixtures, are the materials used for winter disters and ragians.

Swiss belts of leather or velvet are worn by young ladies with cloth dresses. They are made with points in front, the upper one small and the lower very long, and front, the upper one small and the cost of the back is a plain, straight band. Jet belts of fine bends very close together are worn with velvet waists.

To freshen up last season's dresses loose scarfs of Surah braped like a Molière vest to fall in two puffs are used; hey have a velvet or lace collar, and are easily adjusted o a plain waist.

Elephants' heads, tigers' teeth, and other India de-Explaints nears, together, pins and many small trin-kets and are said to have been first worn by the Princess of Wales. The new pendants to chatchines are lizard-shaped seem bottles, silver hunting horns, a tiny mirror set in the shell of a tortoise, and a pencil shaped like a

Veils are worn short, bately reaching below the eyes, and are omitted altogether by those whose complexions do not need protection.

Application triumings of black velvet beaded with jet and gold beads are among the most fashionable tria mings for saths and fine wool goods. The Renaissance designs with rich curves, graceful lines and foliage are most showy in this applied embroidery, and are used for yokes, vests, cuffs, collars and tabliers of winter dresses. For stylish hair-dressing the back hair is brushed from the naps of the neck to the top of the head and twisted there in fantastic coils which are not large. Pins and combs fasten the coils and are made of tortoise-shell, gilt, or silver, with Rhine stones. A slight fringe is on the forchead and on the maps of the neck as well.

CONNECTICUT'S MYSTERIOUS DEATHS.

HARTFORD, Oct. 27 .- The Coroner finds that Cornelius J. Callahan, supposed to have been stabled by his cousin, similarly named, on a railroad train, had been drinking heavily with the cousin. The latter has been committed to jail.

DIVORCE AND DIVORCE LAWS CONTINUED INTEREST IN THE SUBJECT.

OPINIONS FROM VARIOUS QUARTERS-NEED OF EFFICIENT LEGISLATIONS.

The interest in the subject of divorce and divorce laws is unabated. To-day the views of ex-Judge Russell, who favors grounds for divorce in addition to infidelity, and opposes the hearing of divorce cases publicly, are given, together with a number of extracts from newspapers.

EX-JUDGE RUSSELL'S VIEWS.

OTHER GROUNDS FOR ABSOLUTE DIVORCE THAN INTIDELITY NECESSARY.

Ex-Judge Horace Russell, formerly of the Superior Court Bench, expressed yesterday some views with recard to the marriage and divorce laws of this State that differ considerably from those of the other judges and lawyers that have been published in Tim

ing the last three or four years as some other causes.
"There is a growing sentiment," Judge Russell said, "favoring more liberality in relieving persons from the wretchedness of autortunate marriages. Thousands of persons find soon after marriage that for them to continue the union they have made means abject misery for the rest of large customers. as crushing as blows. Where a woman finds herself tied to a husband who is capable of such conduct the law should

NEWSPAPER COMMENTS. PLUCK UP THE ROOT OF THE EVIL

PLUCK UP THE ROOT OF THE EVIL.

From The Philode who I tree.

The agitation against the growing frequency of divorce is taking the matural, usual and inevitable course of all such movements—a direct attack ente evit insight, with small concern for its causes. Any candid man who will reconstruct the life of sixty and eighty years ago will be convinced that while that day had in it much of secret wickedness—as court and church records show—it has also conditions much less likely to prevent two people from leading quiet, uneventful and rasonably happy lives together. This has changed, and out of the change, as a foul and evit plant, has sprung divorce; but it will not be plucked up by any rash weeding which does not change the conditions that produce it. The Church and society ought both to come to the knowledge that education, the advance of men and women, the widening opportunities of the day demand a greater care and a more sedulous prudence in entering inportunitage. There is a sad and foolish notion that, while society in general is deeply interested in promoting marriage, nobody is interested in seeing that the marriage is to be happy than those who bear its yoke. Agitation against divorce lews may prime the branches, but unless the root is plucked up it will continue to nourish an evil fruit.

A NATIONAL LAW THE ONLY REMEDY.

A NATIONAL LAW THE ONLY REMIEDY.

From the Springheid Union.

One of the greatest obstacles to divorce reform is the diversity of laws in the various states. To bring about uniformity, it would be necessary to bring public sentiment in all the states to the same plane and insure an equal amount of wisdom in all the Legistatures. Such a result could hardly be expected this side of the Millennian. The only way to bring about the desired uniformity of practice is through a national law, and if Congress has not the power to pass such a law, the Constitution of the United States should be amended so as to give Congress that power. The defence of the marriage relation and of the rights of the family is certainly as important as that of the relations of internal trade and comperce, and if it is proper for Congress to passe a National Bankruptcy law, if ought to be quite as proper to pass a National Divorce law. The matter of divorce is attracting more and more attention every year. The immorality of our procedure appears startling when viewed in the aggregate.

THE WHOLE COUNTRY INTERESTED.

THE WHOLE COUNTRY INTERESTED.

From the New York Tests Independent.

THE NEW-YORK TESTS THE TREE recently published a statement showing the adamsing increase of divorces in this city, and containing the views of Chtef Justice Davis and others as to the causes and extent of this growing evil, and the proper remedy to be applied by way of correction. There is no effectual remedy against the enormous and increasing abuses of the divorce system in this country simply by State legislation. This legislation is so conflicting on the subject of marriage and divorce, and in some States so loose and so contrary to good morals, that, while it has no uniformity of character, it tends to undermine the stability of the marital relation and demoralize the public conscience. There seems but little prospect that State legislatures, each acting independently, will make the system any better. What is wanted is an amendment to the Constitution of the United States, declaring that Congress shall have power to establish uniform rules on the subject of marriage and divorce throughout the United States. The interests of the whole country, from one end to the other, are involved in this question.

THE SUBJECT VARIOUSLY TREATED.

THE SUBJECT VARIOUSLY TREATED.

the other members of the Provincial Council looks at the question solely from the religious standpoint, and insists that no divorce can be right in the sight of God; that only persons of the same religious faith and church should intermarry, and that the system of divorce is almost as abominable as that of Mormonism. Ex-Rev. Dr. Stephen H. Tyng, fresh from a residence of several years in Paris, compares the home life of the Parisians, where marriage is Jealously guarded, to the disadvantage of America, which he thinks has been demoralized by easy divorces. And finally the ex-Rev. "Adirondack" Murray, also looking at it from the social point of view, thinks our laws of divorce are not lax enough—that divorce ought to be made more easy than it is.

HOME INTERESTS.

WHAT CAN BE SEEN IN THE MARKETS.

PRICES OF MEATS, POULTRY, FISH AND VEGET BLES, Two questions present themselves to " 'e easual observer passing through either of the two great down-town markets at different times Saturday. In the morning, when the stalls are laden with choice meats, fruits, vegetables, ponitry, game, fish and butter, one is inclined to ask himself : F How can this great quantity of TRIBUNE. He said that he did not think that food be disposed of to-day? And in the afternoon, the decisions in Van Voorhies against Brintnall when the stall-keepers are sweeping up the refuse and of Thorp against Thorp (which declared and the buildings present an almost empty appearvalid the marriages of divorced persons in other States ance, the query is: "Where have the tons of pro-where there was no law to the centrary) had so much todo visions gone?" Yesterday was no exception to the with the marked increase in the number of divorces dur- rule. The dealers were kept hard at work until afternoon, cutting, measuring and weighing their wares, and then rested until toward evening, when the laborers strolled through the markets and purchased what had been left by the hotels and other

Despite the fact that prime beef is scarcer nov case may be, may be faithful to their marriage yows. The desire to break away from such marrial bonds is regarded showed no lack of that article, although the change with much more sympathy than it used to be. I believe, myself, that there should be other grounds for absolute divorce than infidelity. There are northode of cruel treatment, for instance, which do not assume the form of physical abuse, but which to delicate, sensitive women are according as heavy. Where a woman find, hereaft tied as crushing as blows. Where a woman fields herself field to a husband who is capable of such conduct the law should afford a way of escape. Habits of gress intemperance should also, in my opinion, be cause for absolute divorce.

Ret one law structures are the cents, choice into cuts 20 cents, sooi meats 6 and 10 cents, suct 12 cents, and stewing pieces 14 cents. Lamb hind-quarters sold for 15 cents, fore-quarters for 12 cents, shoulders of law structures. But our law says no; and says so in the face of this general and growing scattment. The consequence has been that a large part of the divorce business of the State has

MENU.
Cream of Rice Soup.
Crats Farel.
Pricandeau of Veal. Potatoes in Cases. Stewed Tematoes.
Roust Duck. Jelly.
Lettuce Mayonnaise.
Cheese. Wafers.
Prozen Pudding. Cake. Fruit.
Coffee. HOUSEHOLD NOTES.

ROUSEHOLD NOTES.

CLAMS WITH CREAM.—Chop fifty small clams, not too fine, and season them with pepper and salt. Put into a stew-pan butter the size of an egg, and when it bubbles sprinkle in a teaspoonful of ilour, which cook a few minutes; stir gradually into it the clam liquor, then the clams, which stew about two or three minutes; then add a cupful of boiling cream, and serve immediately.

Cot bold a good

TOMATO SOUP, WITH RICE.-Cut half a small Tomato Sour, with Rick.—Cut half a small onion into rather coarse slices, and fry them in a little hot butter in a sauté pan. Add to them then a quart can or ten or eleven large tematoes cut in pieces, after having skinned them, and also two sprigs of parsley. Pass the tomato through a sieve. Put into the stew-pan butter the size of a pigeon's egg, and when it bubbles sprinkle in a teaspoonful of flour; when it has cooked a minute str in the tomato pulp; season with pepper and salt. It is an improvement to add a cupful or more of stock; however, if it is not at hand it may be omitted. Return the soup to the fire, and when quite hot add a cupful of fresh-boiled rice and half a teaspoonful of soda.

of soda.

Egg Plant.—Cut the plant into slices less than half an inch thick, without paring off the skin; then sprinkle pepper and salt between the parts, and cover with a plate; let them remain an hour, then dip each slice separately, first into beaten egg, then into fine bread or cracker crambs. Sauté them o a light brown in hot lard or butter.

HARICOTS VERTS A LA LYONNAISE.-String some Hartcors Verts a La Lyonnaist.—String some French beans whole, or, if very large, cut them in two across the middle. Boil them in plenty of water, with salt to taste, and, when done, drain them dry. In the meantime, cut one or two onions into thin slices lengthwise. Put them in a frying-pan with a lump of butter or dripping, and keep stirring until they are a golden brown color, then add the French beans, with pepper and salt to taste, and toss the whole for ten minutes, adding the least drop of star and a very little, vinegar or bemon ince toss the whole for ten minutes, adding the least drop of stock, and a very little vinegar or lemon juice. This is a most excellent way of cooking old French beans. The length of time required for boiling, of course, quite depends upon their toughness.

course, quite depends upon their toughness,
Velvet Cream.—One-half package of gelatine,
one cup of granulated sugar, large cup of sherry,
one generous pint of rich, sweet cream. Soak the
gelatine in one cup of cold water for an hour. Put
the sugar and wine on the soaked gelatine. Cover
closely and leave for an hour. Then put the bowl
containing them into a basin of hot water, stirring
occasionally until the gelatine is dissolved, when
strain and set aside to cool. Keep this covered all
the time to retain the flavor of the wine. Now
whip the cream to a stiff froth, and as the gelatine
begins to congeal, beat it, a spoonful at a time, into
the whipped cream. Beat thoroughly when all together and turn into a mould wet with cold water,
and set upon ice until wanted. and set upon ice until wanted.

The laws of divorce were treated recently by one newspaper, one Catholic Council, and two retired ministers who have no conscientious scruples against lecturing. And there were about as many different conclusions reached. The Theorem decided the laws were infigured to disgraceful marriages and immorability; but it treated the subject solely in its legal and social aspects. The pastoral letter of Cardinal McCloskey and

THE MONEY MARKET.

Closing Bids.

SALES AT THE STOCK EXCHANGE. OCTOBER 27, 1883.

THE GENERAL LIST. Actual Sales.

Name.	O'p'g	H'g't.	Low't	Final	Bid.	Ask d	Sold.
AT & S F	81	81	81	81	di	44	
BCR&N	250	80	80	80	80	85	30
C St L & P	2.25	134	13	134	617	14	35.80
Canada Pecific	5812	0314	077W	61%	63 4	62 6312	
Canada South	524	5312	13 575 51%	5314	69.4	85	2.05
Central of N.J.	85	85	254 %	84.4	847	6514	5.01
Control Davido	114 Tu	. 65 %	63 4	65	65	00 4	5.70
C&NW	131%	122%	121%	12242	122%	12212	85
C&NW Do pref. CM&StP. Do pref. CstPM&O.	139	140%	139	140%	985	98%	31.8
CM & St P	97.4	085		99%	2303	117	20
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ET Va & Ga pf	384	384	384	3812		1111 (31-5)	13
H & St Jo Ill Central	1/507	1311	13016	131	1.24(17)4	131%	56
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I B& W Lake Shore	985	100%	9812	992	1977		24.60
I II & W	165	162	164	165	16%	1710	41
LE& W Long Island	\$1.55 her	663	65 40	66	655 le	66	1.00
Louisv & Nash			4.416	49%	49%	4.58 ho	9,41
Manhattan	4232	4210	4212	425	42%	44%	10
Mem & Char	10	425 41 90	41	41	40	41	1,0
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N Y Central	117%	119%	117%	118%	1184	30%	9.10
NYLE&W.	2019	2014	29%	254	30	254	4
NYENE	2074	20%	25	20%	20%	20%	1.4
N. I. O & W	2213114	20174	40	40	467	41	2
		2012	284	203	2014	29%	6.6
Northern Pac	277.98	211.72	11.11	41.4 B			12.12
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Dicti & Bend	51%	524	51	77/2	51%	52	4.2
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Wahnsh Ito pref Am'F & Coble Bank & Mer W U Telegraph W F Express Pacific Mail	574	38	374	38	38	3874	56

GOVERNMENTS.
$\begin{array}{c ccccc} U \approx 4 \times Compon & 122 & U \approx 4 \times_{18} Compon & 114 & 0.000 $
BONDS AND BANK STOCKS.

HOAT P	S AND BANK ST	OCES
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At A. Pac Win it lat-	Mis & St Paul Ist	5,000
1,000	Ch & Pac Windiv	Buff N Y & Phil 1s
1,000 947	15,000	3.000
38,000	1.000	Fi Worth & Den 1s
Chie B & Q deb as	Nosh C. & St L. Lat.	F.000
9,000 91	5,000 117%	Lehigh & Wilkesh
1,000 51%	N J Cent 1st 1890	con assented
4,000 91%	10,000 114	2.000 103
1,000 9112	N J Cent incomes	Mo K & T con
41 (14) (14) (14) (14) (14) (14)	500	2,000 106
2,000	Nor Pac 1st coup	NY Lake E & W
Chines South in the	30,000 102%	New 2d Consol
5,000	10,000102%	5,000
Guaranteed	10,000 102%	St LJ & Chic Lat
54,000	N Ori'ns & Pac 1st	20,000 117
OF THE R A CO L THE	10,00082	South Car RR in
7,000	5,000 82	2,00065
Central Pacific	Northwest Sig Fd	Utah So'n exten le
Cat & Or Branch		20,000100
5,000 103	5'я сопров	Atlantic & Pac to
Del & Hudson Ist	5,000 102%	7 (1/17) 00 4 111 114
Fenn div coup	N Y Ch & St L 1st	1,000 24 C C C & Ind 1st
3,000 124% Elis Lex & Fig San-	9,000 99%	2 0003
Eliz Lex & Fig San-	1,000	1,000 122 Ch St P M & O co
dustry (is	Se a count wat on	
1.000 97%	25,000	18,000 108
AND I COLOR OF BUILDING	N Y Elevated 1st	Den & R G ast co
5.000	9,000 117%	11,000 89
Hous E & W Texas	N Y Cy & Nor Gh	Mil L Sh'e & W 1s
1st	Mtg Tret Co Cert's	10,000 103
10.000 100	4.000 4.8	N Y & Texas Lan
Internat'l coup 6s	NYWS& Bull 1st	Scrip
1.000	40,000 73% 41,000 74 30,000 73%	2,00040
1,000 S1 End Bloom & West	41,00074	Northwest & F'd 6
Lend Ethnorn & West	20,000 73% 1,000 714	coupon
1st Fast div 6s	1,000714 1,000741s	11,000 107
1,000 90%	1,00074 %	Penn Co's 4 1 reg
Kan Pac 1st con	28,000 74%	1,000 94
7.000 100	38,000 74% 3,000 74% Ohio & Miss 1st	Rome Wat'n & O
Della N A & C 1st	Ohio & Mas 1st	extended 5s
5,000 99	STREET STATE	2,000 66
Laf Bloom & M lat	5,000 121 4	1,000
7 000 90	Oregon Short L. 6s	Sr Paul & S Clat
Lehigh & Wilkesh	15,000 94	10.000 113
Income	15,000 94 St L & Fn Meun Sa	1,000 60 Sr Faul & S C 1st 10,000 113 St Paul 7s gold
500	3,000	1.0000
Mobile & Ohio 1st	St P Min & Mn I'st	Tex Pac luc L G
1,000 105	con 6s	5.000
Mo Kan & Tex 2d	3,000 100	Texas Pacific 1st
10,000 59	3,000 100%	Man Grande due
10,000 58%	3,000 100% St L & Son Fr 2d	15,000
THE COURSE THE PARTY	Class B	4.000 73
24,00050	2,000 97%	15,000 73 4,000 73 Toledo & Wabus
2,000 50%	5.000 97%	1st St Louis div
Ma K'n & T Gen Ga	13 2000	5,000
5.000 81	11,000 97 5 Class C	Union Pacific 1st
11,000 S1	3 000 97%	1.000114

CLOSING PRICES OF PHILADELPHIA STOCKS. Reported by Jone H. Davis & Co., 17 Wall-st.

SATURDAY, Oct. 27-P. M. To-day's stock market developed an appearance of a battle between the giants. But there is nothing of the kind in progress. It is entirely a one sided aftair; both real" bulls" and would-be "bears" are enlisted, for the moment, on the side of higher prices. The market opened dull and flat at about last evening's figures. In the loan market stocks generally loaned at 1 a 2 per cent for carrying; the exceptions were Central of New-Jersey 1-64 per cent per diem for use to flat; Central and Hudson 1-64; Northern Pacific, common and preferred, flat; and Michigan Central 1-64 of 1 per cent. It is not to be questioned that every genu needy borrower of Michigan Central secured his requirements for the day at the early rate, because brokers, only in exceptional cases, where high rates are demanded, ever give more time to the loan market than is abso-Intely necessary. But simultaneously with the later advance in the price of the stock, from 89 (it sold at 8812 early) to 9312, there appeared an extraordinary demand to borrow the stock, and as high as 34 per cent per day was purported to be paid for its use. The last price of the stock was 921s, after transactions amounting to 18,400 shares; probably one-quarter of that amount cover the sales that were not the results of matched orders. The whole market, however, responded in figures to the Michigan Central movement. The day's business was not large; the total recorded transactions were only 367,400 shares, against 405,700 shares yesterday and 667,600 shares for Thursday. The market closed strong in figures, and apparently prepared for still better figures next week.

A moderate amount of business was done in Government bonds at full figures; the bids for the 3s are Is per cent higher. Annexed are the closing quotations:

State bonds were neglected, and of city bank tocks there were sales only of Importers and Traders' at 265.

The business in railroad bonds generally was mall and with few material changes in prices, Missouri, Kansas and Texas seconds, however, were 112 higher at 5912, and West Shore and Buffalo 5s vere active with a final advance of 3s to 743s. Erie second consols were dull and steady at 95. Canada Southern firsts were 14 higher at 9512. Central and Hudson debenture 5s were 4 lower at 105%. Chicago, Burlington and Quincy debenture 5s were 1 per cent higher at 911c. Wabash general 6s advanced 12 to 70, and ended at 6934. Texas and Pacific incomes sold at 48, against 50, the last preceding sale, but firsts, Rio Grande division, were steady at 937s. Northern Pacific firsts, after 947s. sold at 944. Mutual Union sinking funds were off 1 per cent at 84.

The Sub-Treasury to-day gained on balance \$274,288, made up by gains of \$177,416 coin and \$96,872 currency. The day's transactions covered: Receipts, \$1,111,757; payments, \$837,469; currency balance, \$6,838,461; coin balance, \$118, 663,563.

The money market at the Stock Exchange was excessively easy at 21g@2 per cent for call loans. The weekly bank statement of averages pubshed to-day shows a loss of \$1,348,700 in cash-total reserves-which reflects about \$1,000. 000 shortage at the date of the preceding statement and only partially the actual losses of this week, | construction and repair of vessels.

Loans are reported contracted \$2,806,200, and the decline of \$4,233,500 in deposits is about the sum of decrease that the other changes call for. At the close decrease that the other changes call for. At the close of business last evening the banks' holdings of cash—specie and legal-tenders—probably were about \$750,000 less than the amount reported in the statement as the average for the week. The statements figures result in an additional deficit from the rule of 25 per cent in reserve to deposits of \$290,325.

The following are the comparative totals of the statements of October 20 and October 27:

The following shows the relation between the total reserve and the total deposit liabilities:

Total reserve. \$78,182,000 \$76,833,300 Dec. \$1,348,700 Reserve required against deposits 78,190,225 77,140,850 Dec. 1.058,375 Deficit...... \$17,225 \$307,550 Inc. \$290,325

New-York....

450,000 103,000 767,000 839,000 134,000 \$43,000 Boston Philadelphia... Miscellaneous. \$2,414,000 ...\$1,832,000

Total. \$1,832,000 \$2,414,000

The United States Treasury now holds \$353,061,450 United States bonds to secure National
bank circulation; bonds deposited for circulation
during the week, \$1,138,000; bonds withdrawn
during the week, \$1,138,000; bonds withdrawn
during the week, \$1,139,500. National bank circulation outstanding—Currency notes, \$351,372,096;
gold notes, \$749,040.

In London, according to the cable reports, British
consols fluctuated irregularly; first prices were off
1s at 101 5-16 for money, while unchanged at
100 7-16 for account; later there was an advance
to 101 7-16 and 101½ respectively, and finally they
are quoted at 101 7-16 for both—the same as last
evening. It is not probable that there were any
such fluctuations as those reported. United States
bonds were higher: 4s up ¼ at 125¾ and 4½ up
3-16 at 118 3-16. American railways were lower
simply in response to yesterday's decline in the
home market, and the London Stock Exchange
on Saturday closes too early to reflect our morning
quotations. At Paris, French 3 per cents sold at
78,12½ a78,15 francs.

Attention is directed to the advertisement in
another column of a self-constituted committee of
interest in the Ohio Central Railroad Company's
securities; the committee already has begun proceedings for the appointment of an impartial receiver of the road, and proposes to apply to the
court for an order for the payment of the September
ecopons of the first morigage bonds of the River
division from the cash in the company's treasury at
the date of the default.

Imports of merchandise in New-York:

[1853, 1893, 144, 1897, 144, 1872, 1893, 1890, 1893,

For the week: 1881, 1882, 1883, 1979 goods \$1,699,732 \$1,820,611 \$2,471,280 General merchandiso 5,883,491 5,837,122 7,491,872 For the week... \$7,580.223 \$7,657,733 \$9,933,152 Previously reported. 356,836,489 410,083,185 372,127,174 Total since Jan. 1., \$384,416,712 \$417,740,918 \$382,060,326 Exports of specie from New-York:

Total since Jan. 1. \$9,400,694 \$43,362,953 \$13,336,129 Imports of specie at New-York: For the week. \$1,095,126 \$337,829 \$599,843 Previously reported. 51,292,470 3,820,681 13,550,638 Total since Jan. 1. \$52,357,596 \$4,158,510 \$14,150,481

THE PETROLEUM MARKET.

NEW-YORK, Oct. 27. Another dull and featureless market was witnessed at the petroleum exchanges to-day. The opening of a new Balltown well-Grandin No. 17-with a probable of a new Balltown well-transmission production of 600 or 700 barrels—and little influence on the market. An advance from \$1 104s to \$1 114 was ucceeded by an easier closing at \$1 10% and \$1 10%. The range of prices and the total dealings were as fol-

The clearances elsewhere were: Off City 7,920,000; fradford 5,870,000; Pittsburg 5,518,000 barrels. No change is to be noted in the refined market.

Steamboats and Railroads.

ALBANY BOATS, PEOPLE'S LINE. A DREW and ST. JOHN leave Pier 41, N. R., foot of anal-st., every WELK DAY at 9 n. m. connecting at Albany sunday mornings excepted) with trains north, west and east, N. B. - Excursion tickets to Saratoga, and Lake George and entern.

A.-FALL RIVER LINE. REDUCTION OF FARE.

NEW-YORK TO BOSTON, \$3. FALL RIVER, \$2. NEWPORT, \$2.

I imited tickets, corresponding reductions to all Eastern points, Superb steamers
Leave New-York on alternate days, SUNDAYS INCLUDED, at 5 p. m., from ther 28, N. R., bost of Murray-et, Connections via ANNEX BOAT from BROOKLYN at 4:30 p. m., JEIBSEY CITY at 4 p. m. Tickets and staterooms may be secured at all principal horles, transfer and ticket offices, at the office on FIFR 28, and on steamers.

BORDEN & LOVELL, GEORGE L. CONNOR.
Azonts, Gen'l Pass Azont. ing reductions to all Eastern

NEW-YORK AND LONG BRANCH RR. NEW-YORK AND LONG BRANCH RR.

(Pennsylvania RR., foot Cortlandtstations in New-York.

LEAVE NEW-YORK, commencing October 29, 1883;
For South Ambay, via Phila, & Reading R.R., 5, 815, 11-90
a 10, 120, 4, 5, 6 pm. Sundays, 4:00, 1045 a.m. via. Penn. RR,
9:00 a.m. 12 m. 3:10, 5 pm. Sundays, 4:00, 1045 a.m. via. Penn. RR,
9:00 a.m. 12 m. 3:10, 5 pm. Sundays 9 a.m., 5 p.m.
For Matawan, & c., via Phila, & Reading RR., 5:00, 8:15, 11
a.m., 1:30, 4:00, 4:30, 5:00, 6 p.m. Sundays, 4:00, 10:45 a.m.
For Red Bank, Long Branch, Ocean Grove, Asbury Park,
Sea Girt, Point Pleasant, & c., via Philaidelphia and Reading
RR., 5:00, 8:15 a.m., 1:30, 4:00, 6:00 p. m. Sundays (not
stopping at Ocean Grove or Asbury Park, 1:00, 10:35 a.m.,
via Pennsylvania RR, y a. m., 12 m., 3:10, 5 p. m. Sundays
(not stopping at Ocean Grove or Asbury Park), 1:00, 10:35 a.m.,
via Pennsylvania RR, y a. m., 12 m., 3:10, 5 p. m. Sundays
(not stopping at Ocean Grove or Asbury Park), 1:00, 10:35 a.m.,
via Pennsylvania RR, y a. m., 12 m., 3:10, 5 p. m. Sundays
(not stopping at Ocean Grove or Asbury Park), 1:00, m., 3 p. m.
For Freelond, via Philadelphia and
Redding RR, 5:50, 11 a. m., 1:30, 4:30, p. m. RR, 8:15, 11:00

For Vineland, Bridgeton Adjantic City, & p., 1:30, 4:30 p. m.
For Uncland, Bridgeton Adjantic City, & p., 1:30, 4:30 p. m.
C. G. HANCE, R. RR, C. P. A. P. RR, Acty Supt.

NEW-YORK CENTRAL AND HUDSON

NEW-YORK CENTRAL AND HUDSON EW-YOKIK CENTRAL AND HUDSON RIVER RALLROAD,—Commencing Sept. 17, 1883, rough trains will leave Grand Central Depot. 8a. m., Western New-York and Northern Express, with during cars, opping at Albany, Utica, Symcuse, Rochester, Buffallo, Erie, eveland and Toledo, arriving at Chicago 19:20 a. m. next day 10:30 a. m., Chicago Express, drawing-room cars to Cananigua, Rochester and Buffalo; connects for Sharon Springs, 90 for Oxyego.

for Gawege, and Bulland, connecting for Utica, Saratoga, i.e., to Albany and Troy, connecting for Utica, Saratoga, i.e., to Albany and Troy, special.

30 p. m., Albany and Troy special.

p. m., Accommodation to Albany and Troy, p. m., Accommodation to Albany and Troy, a p. m., St., Louis Express, with sleeping cars for Niagara p. m., St., Christal (except Saturday), Toledo, Detroit, is, Buffalo, Cincingal (except Saturday), Toledo, Detroit, 6 p. m., S., Louis Expr.
Falls, Ruffalo, Cincinnatt (except Saturday), Toledo, Detroit, and St. Louis.
6 30 p. m., Express, with sleeping cars to Syracuse and to Auburn Road: also to Montreal. Connects for Saratoga.
9 p. m., Pacific Express, with sleeping cars for Rochester, Enfalo, Cleveland. Toledo, Detroit, Chicago, St. Louis, Oswego: also Clayton (except Saturday).
11 p. m., Night Express, with sleeping cars to Albany and Troy. Connects with the morning trains for the West and North (except Saturday high).
Tickets on sale at Grand Central Depot, No. 5 Bowling Green, 252 and 413 Broadway, and at Westcott's Express Offices, 8 Park-place, and 785 and 942 Broadway. New York, and 333 Washington and S64 Faiten-sts., Broadway, and 79 Fourthst, Williamsburg.
Baggage called for and checked from readence.
'These trains run daily. All others daily except Sanday.
J.M. TOUCEY.
General Superintendent. General Passonger Agent.

PHILADELPHIA AND READING RAIL PHILADELPHIA AND READING RAIL-ROAD—Change of time.—The white table will take effect Monday, Oct. 29, 1883. Trains for New York and Long Branch it, R. and for the New Jersey Southern Division will leave New York from foot of Liberty, st. at 5.00 a, in, for Point Pleasant; 8.15 a, m. for Point Pleasant and Barnegat, with through cars; 11.00 a, in, for Mathwam and Freehold, with through train; 1.30 p, m. for Point Pleasant and Bristotion, with through cars; 4.00 p, m. for Point Pleasant; 4.20 p, m. or Red Bark and Burnegat, with through train and parlor ars for Lukeweed and Manchester; 5.00 p, in, for Majawan and Freehold, with through train; 6.00 p, in, for Point Pleasant. Sandays at 4.00 a, in, and 10.45 a, in, for Point Pleasant. Pleasant.
From Pier S, North Eiver, at 4.00 p. in for Long Branch and Eatlontown. The Sumbay boats from Pier S, North River, will be discontinued on and after October 28.
J. E. WOOTTEN, Gen. Manager.

STARIN'S
CITY, RIVER AND HARBOR TRAN SPORTATION
COMPANY.

Office Pier 18, N. B., foot of Cortlandi-st.
Consignments of freight forwarded as directed to any part

UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and mer-

chandise to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAR-BOR LIGHTERAGE.
Freight of every description promptly lightered to any point in the harbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS.
Steamers John H. Starin and Erastus Corning for NEW-HAVEN, leave Pier 18, N. R., at 9 p. m. daily. [Saterdays

METROPOLIS EXPRESS CO., between New-York and New-Haven. Care and dispatch guaranteed. Freight for points on D. L. & W. R. R. received at Pier 19. For New-Haven and points East, at Pier 18,

NORTH SHORE, STATEN ISLAND.-Eleven Miles for Ten Cents, via Steamers from Iron Pier 1, E. R., foot of Whitehall-st

CENTRAL SHIPYARD, Communipaw, N. J.-Dry Docks, Machine and Boiler Shops. Everything appertaining to